TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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FIRE PROTECTION.

A CURRENCY PLAN five arrowing to minutes later. A he was heartly in favor of the prop to the Parine copah these advantages, and no fund of his interview some very illumi air so of the town can be better spent than nating information to substantiale of the in the purchase of proper equipment his idea. to prevent further cut: displies such Here is the government, made as were witnessed has mouth of the people of this country, en-

BOTH UNDER ONE HEAD.

her the old idea that they must be

1935 H back at the rate of \$66,000,000

"Look at it another way if the

BY WOMEN RUNNERS

row, the money for themselves, and It is 51 feet wide and 58 feet high

In a recent arrade in Ballway Southern Parity runiroad entitled "How to Better Railread Conditions," the executive brings our one point in his discussion of conditions that winch is what it would amount to a should be incorporated into practice the prevailing rate of interest on that of combining those departments government securities. By the issuof the government that control (a) ance of currency in like amount legislation concerning the regulation currency which is no less a govern of railway rates and railway wages ment obligation than one of it

"Obviously," says Mr. Kruttschulte houds, for both have nothing back there should be close coordination of them but the ability of the gov between the revenue and expense ernment to pay the people will be controlling bolles, the interstate caved these exorbitant interest commerce commission and the labor charges, and the work will be as board, but we have seen one of complished for less than one-half at the these agencies order reductions of much. Here is a project that will rates regardless of labor costs axed prove of lasting benefit to the people by the government and material of this country. Its earnings will costs fixed by economic conditions, guifre in a very short space of time but forsotten wages violating economic laws and build the project, and a tremendous act meant well but their intending method tion. To insure perfect co-ordina- Edison says tion it is imperative that the same agency that controls revenues should country can issue \$30,000,000. in if one of the guilty persons should also control expenses."

provided for by hills which have the currency issued by the govern art and furniture at Caudry,

rates were denied while increasing of men who control the fictitious hard labor for life for killing a costs were steadily reducing the values of gold. margin between income and expense Financial starvation was to be government issues bonds, the brokchecked by the transportation act, ers will sell them. The bonds will but before its influence could be he negotiable; they will be considfelt the depression in business had ered as gilt-edged paper. Why? Be set in and the rate increases allow cause the government is behind ed September 1, 1920, at the end of them, but who is behind the govern the guarantee period, were offset ment? The people. Therefore it i first, by many reductions made vol- the people who constitute the basis untarily by the carriers to correct of government credit. Why ther nequalities in the horizontal increase cannot the people have the benefit of rates, and thereafter by others of their own gilt-edged credit by made by the interstate commerce receiving non-interest bearing cur commission, notwithstanding the stat | rency on Muscle Shoals, instead of utory return on the value of the rail- the bankers receiving the benefit of roads had never been enjoyed and the people's credit in interest bear they were physically and financial'y ing bonds?" unable to stand the reductions.

"During the years when business could easily have stood them, the GOOD RECORDS MADE applications of the railroads for higher rates were repeatedly denied. and now when business can ill af. (By Associated Press) ford to pay existing rates and the PARIS, Jan 9 Five thousant railroads can still less afford to reduce them they nevertheless are reduced to the still less afford to reduce them they nevertheless are reduced to the still less afford to reduce them they nevertheless are reduced to the still less afford to reduce the still less afford to reduce them they nevertheless are reduced to the still less afford to reduce them they nevertheless are reduced to the still less afford to reduce them they nevertheless are reduced to the still less afford to reduce them they nevertheless are reduced to the still less afford to reduce them they nevertheless are reduced to the still less afford to reduce them they nevertheless are reduced to the still less afford to reduce them they nevertheless are reduced to the still less afford to reduce the still less afford to duced and the owners of railroads are required to relieve those who feasted while they fasted. In 1926 yards in 11 4-5 seconds, 1000 meters the people through their representa- in 3 minutes 1745 seconds, stand the people through their representa-tives pronounced overwhelmingty as a joint British and French femi-nine record, Miss Lines of England against government ownership. Un-less their spolicy towards the railroads is radically changed they will covering the respective distances in defeat their will and make private such time as would make many masownership and operation impossible "culine athletes envious.

PARIS Jan 2 recently perfected by Godfrey Cabot, of Cambridge, Mass., the Amer ican delegate. It is designed to make possible the taking up of

\$30,000,000, or, in other words, her dations for three additional officer

and another fix fictitions scales of the currency that has been issued to mans for their excesses in the war saving is thus afforded which wonly passed The framers of the transportative not be possible under the bonding against German officers and soldier for crimes committed during the inare defeated by faulty administra- in elaboration of this idea, Mr. vasion. The condemned were not "It is absurd to say that our sentences can only be put into effect

bonds and not \$20,000,000 in our be arrested in France. Mr. Kruttschnitt also opposes he rency. Both are promises to pay; General Muller was condemned to repeal of the rate-making provisions but one promise fattens the usurer five years' imprisonment and 500 of the transportation act which is and the other helps the people. If frames the for stealing objects of

ment were no good, then the bonds. Other sentences imposed but hard-"For many years when prospectly passed would be no good either. It by theely ever to be executed range was rampant and all industries were is a terribue situation when the gov- from one year in prison for swind making large profits," says Mr. Krutt ernment, to increase national wealth, ling to 10 years in solitary confine schnitt, "those of railroads alone must go into debt and submit to ment for brutality, 20 years at hard were restricted by law. Increases of ruinous interest charges at the hands labor for violence causing death and Frenchman in cold blood.

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